

There were 127 Europeans and 1390 Chinese visitors to the City Hall Museum during the week ending Dec. 29, 1895.

In Yokohama, nearly \$2500 have been collected for the 'Edgar' fund. Why does not the 'Navy League' take the matter up in Hongkong? It is not a fit matter for a local branch of the Navy League, what is?

The District Grand Lodge meets at 9 p.m., this evening, at the Freemasons' Hall, when a full and punctual attendance is requested.

On the 19th inst., there were no less than 15 men-of-war in Nagasaki Harbour. This number comprised 1 British, 3 Japanese, 1 German, 4 French, 1 United States and 5 Russian.

VESSELS IN THE DOCKS.—At Kowloon: H. I. G. M. S. Irene, Reina Cristina, Amoy, Oso, Kong Beng, Selkirk, Doris, Chowai, Sultan, Brindale. Cosmopolitan—Belgie. Aberdeen—Piccola.

The entries for the Hongkong Derby to be run at the forthcoming Race Meeting number thirty-seven, an increase upon last year. The first prize this year will amount to nearly \$1200, and there is no doubt that the bigger prize has had the effect of increasing the interest of owners in the race.

This course for the fifth race of the Royal Hongkong Yacht Club on Sunday, January 5, will be as follows:—From the Police Pier, Kowloon, round mark boat of Chung Hui, North Fairway Buoy, mark boat of Chung Hui (leaving all to starboard) and home; 15 miles.

The Post Office will be closed on Wednesday (1st January) except from 9 a.m. to 12 noon, and on Thursday (2nd January) at noon. Correspondence for the Peak and Kowloon may be posted up to 9 a.m. on Wednesday and noon on Thursday. The Night Box will be kept open. The Money Order office will be closed entirely on Wednesday and at 10 a.m. on Thursday.

A NAGASAKI telegram in Japanese papers states that 'Sir Nicholas O'Connor, before he left Peking, warned Prince Kung that if the Government did not promptly introduce reforms, the Empire would certainly be broken up.' We agree with the *Kobe Chronicle* that it is scarcely likely a Japanese correspondent at Shanghai (where the news originated) has the means of knowing what Sir Nicholas O'Connor said to Prince Kung at Peking. But then some strange things come from Nagasaki! The world has been set ablaze by a telegram from Nagasaki.

H.M.S. *Grafton* arrived from Plymouth on Sunday morning, with 31 officers and 497 seamen, the relief crews of the paying-off vessels on the China Station. The following is a list of the officers and warrant officers:—Lieut. Arthur L. O'By, T. S. Sheldorf, and Surgeon J. H. Plad. *Alacrity*: Lieut. J. K. Laird, P. E. Allen, Sub-Lieut. A. E. House, and Gunner M. Murphy, *Dolphin*: Lieut.-Comm. E. Adair, Surgeon F. D. Linsley, Sub-Lieut. A. Lowndes, V. L. Bowring, Engineer W. O. Storens, and Gunner W. M. Northcott, *Pygmy*: Lieut.-Comm. S. V. De Horsey, Surgeon F. J. A. Dalton, Asst.-Paymaster-in-charge W. L. Day, Engineer R. Main, Sub-Lieut. W. O'By, and Gunner F. Roper, *Plow*: Surgeon M. L. B. Rodd, Asst.-Paymaster-in-charge C. S. Inglis, Sub-Lieut. H. B. Gellibrand, and Gunner W. O. Yates, *Redpoll*: Lieut. G. P. Gwyn, Surgeon H. N. Stephens, *Hongkong Hospital*: Gunner O. Bayard, *Swift*: Asst.-Lieut. O. Boulton and L. Hammond, *Centurion*: Asst.-Lieut. W. Hodder, *Spartan*:—From *Undaunted*, Singapore:—Engineer M. Blakeman, *Dolphin*: Engineer J. A. Vaughan, *Hongkong Hospital* for treatment.

The following paragraph appears in *Truth*:—There seems to be just the same disposition in the Army as in civil life to accept police evidence against any amount of other testimony in the contrary direction. A private in the 1st Battalion Rifle Brigade, stationed at Hongkong, was charged by the military police with being drunk when returning to barracks in a 'rickshaw'. A sergeant and a corporal of the military police deposed that the man was so drunk that he was hanging over the side of the conveyance. Nevertheless, the sergeant, corporal, bugler, and two corporals of the guard, to whom he was handed over by the military police, gave their opinion that he was perfectly sober at the time. The prisoner was punished by his Commanding Officer with a fine of 2s. 6d. and seven days' confinement to barracks. The man appealed to the General, protesting his innocence, and calling attention to the evidence in his favour; but the only result was that the General declined to interfere, and announced himself as of the same opinion as the Commanding Officer—namely, that, although too drunk to be able to sit up in the carriage, the man yet managed to persuade the sergeant and the rest of the guard that he was perfectly sober. It is supposed to be the principle of English justice that a man shall have the benefit of a doubt, but this Colonel and this General, like some of the London police magistrates, seem to think that when a policeman has spoken there can be no room for any doubt.

Prizes for the latest work by the author of *Prizes*—High class work—W. Robinson and Co.

An important point has arisen in Japanese politics. Under the treaty of Shimoda, Chinese remaining in Formosa after the expiration of two years are to be regarded as Japanese subjects, and, naturally, as such they will be entitled to go to Japan proper, acquire land, trade and manufacture goods as if they were of purely Japanese origin. It is stated by one of our contemporaries that:—The great problem of Treaty Revision has been how to grant residence to Americans and Europeans without extending the same privilege to Chinese, whose power of competing with the Japanese on equal footing is, not unnaturally, regarded with considerable apprehension. Now that they realize the effect of the strict application of the Treaty in regard to Formosan Chinese, the Japanese statesmen are said to be desirous of excluding their new subjects from the privileges and blessings secured to them against their own will. There is some talk of reopening the question diplomatically.

Five fires within twenty days is rather a big record even for Hongkong. This morning about a quarter past four, fire was discovered to have broken out at No. 40 Queen's Road West, occupied as a family house. The fire brigade turned out under Captain Hastings, Superintendent, and Mr. Baddeley, Deputy Superintendent. Nos. 40 and 39 were completely gutted and Nos. 34 and 33 were more or less damaged by fire and water. No. 40 was insured with Messrs Siemens and Co. for \$3,000. The cause of the fire was, as usual, the falling of a kerosene lamp. A little variety is lent to this outbreak by the fact that the master had not gone to Canton but to Macao. A plentiful supply of salt water was pumped from the harbour, but nearly twenty minutes elapsed between the breaking out of the fire and the arrival of the water. While the fire was in progress the host was intense and the houses on the opposite side of Pat Heung Street caught fire, but the fire brigade were successful in preventing the spread of the flames in this direction.

The steamship *Strathgairn*, according to latest advices, was picked up by the *Mowera* five days' voyage from land. As the *Mowera* was on her way from Australia to Vancouver via Honolulu, the *Strathgairn* must have drifted a long way to the southward of her course. After towing for five days, the hawker broke, and the two steamers lost each other in a fog, close to the land. Shortly afterwards the *Strathgairn* was picked up by either the *Minerva* or the coasting steamer *Minerva* of 2000 tons, and was towed into Port Townsend. Port Townsend is the gate of Puget Sound, and the official port of entry for all vessels bound to Tacoma, Seattle, etc. It would have been better for the *Strathgairn* to be towed into Esquimaux, which she had to pass on the way to Port Townsend; there is a fine graving dock at Esquimaux, but nothing at Port Townsend, or indeed anywhere in Washington State except a floating dock at Tacoma far too small for the *Strathgairn*. But Esquimaux is in British jurisdiction, and the American salvage courts are much more likely to be generous to an American ship which has picked up a British steamship, and so probably the *Strathgairn* was offered Holbo's choice—to be towed into an American port or to be left drifting again.

Mr. E. O. Bonediot, who is an inmate friend of President Cleveland, declares that the latter will not accept nomination to the Presidency for a third term. He states that Mr. Cleveland has already made plans for a tour round the world.

The Viceroy at Nanking, according to our latest contemporaries, has been trying a tax on opium within the Settlements at Shanghai, which, as partaking of the nature of an assessment, is clearly beyond his powers under the Land Regulations. The affair is of sufficient importance to need the intervention of the Council in the interests of the Ratepayers generally.—*Mercury*.

BANDS, Guitars, Mandolins, Autoharps, Violins, also Stages and Billings for sale at W. Robinson and Co.

'DANDY DICK'

SATURDAY NIGHT'S PERFORMANCE. Practice makes perfect, and this saying was never better exemplified in so short a period as was done by the performance on Saturday evening of Pinner's 'Dandy Dick' by the A. D. C. There was twice the amount of life in Saturday's representation as there was in that of Thursday; and whether it be owing to the excellence of the stage manager and his veteran advisers, or to the adaptability of the actors in taking well-meant hints, the rendering of the piece showed an extraordinary improvement. The piece itself is not, to our mind, nearly so interesting as that of the 'Magistrate'; and if we say that Pinner did not do as well as he did on Thursday, or as he did on the 'Screener', we merely put it that Mr. Pinner's chances were not so good when playing the part of the sporting Don. We have already stated that *Georgina Tidman* was unobscured; we can only add that, Mr. Pinner's performance was not only better, but more spirited than ever. Wroteley there was more spirit in it ever since he acted on Saturday, and she was a more perfect 'Georgina Tid' than formerly. To a lady manager this is one of the most difficult characters perhaps to be met with; it is not one in a thousand who could have played it as well as Pinner. Mr. Pinner was more self-possessed and effective all-round than on the previous occasion. He was clear in his enunciation, and the spirit and 'go' of the scenes in which he appeared most prominently were of an extraordinary order. He showed the slightest suggestion of vulgarity. This, we take it, is exactly the idea of the playwright. Some fancy that Mr. Pinner's interpretation of the village policeman (Naah Tuppington) was ultra unconvincing, but this must be admitted to be purely a question of taste; and the rendering of his part clearly justified the roughness of his manner and appearance. We think Mr. Pinner, in dealing with this character in his usually careful and conscientious spirit, achieved a very considerable success; and that the material added in so doing by the very subtle and natural acting of *Hannah*, his wife (Mrs. Charles Hawkins). What Mr. Pinner as *Hannah* had to do was done well and carefully. The Dean's daughters, *Salome* (Miss Andrew) and *Sheila* (Miss Dick Malbourn), were more at home than they were on last occasion, and contributed much to the general success of the performance. Mr. Andrew is always a most reliable actress, and Miss Malbourn (who was fortunate in being bracketed with *Salome*) showed a very marked improvement upon her first performance. *Charles Burrows*, as the Butler, was exceedingly good throughout. What shall we say of the 'military' representatives? Pinner is very hard upon them—so hard that no military officers can ever be not to persecute the parts of *Major Trenchard* (Mr. Charles) and *Major Trenchard* (Mr. Charles). As for the 'Russians', 'don'tcher know.' As we already meant, these two 'hew-haw' gentlemen caused not a little amusement—especially Mr. Pinner's, who warmed to his work and made his points most effectively. He has the playful manner of the *Georgina Tidman* 'club' of these 'guys' was as amusing as any other feature of the performance. We understand that 'Dandy Dick' has been, in an A. D. C. sense, a success financially, and having spoken of the good service given by the ladies and gentlemen who made up the cast, it is only fair to state that a great deal of the credit of the performance must be given to the Stage Manager, Mr. E. W. Mitchell. Few men in Hongkong have done more honest and thorough work for the A. D. C. and the success of the company than he has. He has accomplished of late years by Mr. Mitchell, and his services richly deserve the warmest recognition. It has, we understand, been decided not to give a third performance of 'Dandy Dick'.

FOOTBALL OUR COMPETITION.

'OURSTOWN' 35TH COMPANY R.A. This match was played on Saturday at the Happy Valley. The game was started late, and the Navy pressed from the outset, putting in some strong play rendered ineffective by ill-judged kicking. 'Hands' was frequently given from the outset. Corners were conceded again and again by the Gunners, who, however, came away strongly in the second ten minutes, a pretty strong bid for goal ending in a bye. The wind came in strong gusts at intervals and marred the kicking of the Gunners, but their attempts to clear generally resulted in a kick out. The wind came from the Gunners, who were evidently fed up by the Gunners, who needlessly excited themselves whenever the ball came too close in goal. The forward play of the Navy looked shooting capacity, and some excellent openings were poorly dealt with. Some delay was caused by the coming of the rain, which failed to distinguish the teams, a slight difference of colour in shirts being a poor mark in a close tussle. The first half was almost wholly one of 'hands', 'outside', and long shots. Half-time found nothing scored, and the Navy showing a game of waiting conditions. The Gunners, who were in the ground and played a better show for the backs, especially Briggs, who had worked hard on the left where the Navy's strongest rushers came. With a change of ends the Gunners pressed and an excess of dribbling in the vicinity of the goal put the Navy under hold to danger. The wind came from the Gunners, who were evidently fed up by the Gunners, who needlessly excited themselves whenever the ball came too close in goal. The forward play of the Navy looked shooting capacity, and some excellent openings were poorly dealt with. Some delay was caused by the coming of the rain, which failed to distinguish the teams, a slight difference of colour in shirts being a poor mark in a close tussle. The first half was almost wholly one of 'hands', 'outside', and long shots. 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Mails.



STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THE Steamship ROSETTA, Captain G. K. WRIGHT, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY AND LONDON, on THURSDAY, the 2nd January, 1897, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement); will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to ALF. WOOLLEY, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, December 10, 1896. 2490

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaio (via Nagasaki), Kobe, Inland Sea, and Yokohama, on TUESDAY, Jan. 14, at noon.

Delia (via Nagasaki), Kobe, Inland Sea, and Yokohama, on SATURDAY, Feb. 1, at noon.

THE Steamship GAELIC will be despatched for SAN FRANCISCO, and NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 14th January, 1897, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked with address in full and same will be required at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 1, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, December 27, 1896. 2491

CHAN A-TONG, COAL MERCHANT, No. 5, ARDEN STREET, EAST, Business Office: No. 21, Gilman Street, 478

Relieves the scalding pain at once and cures all discharges from the genital-urinary or gaseous either sex in 48 HOURS. Santal Midy is a specific for Gonorrhea, Cystitis, Prostatitis, etc.

Each Box contains 100 Capsules. Beware of cheap imitations. Write to the name on the box. 6, RUE VIVIER, PARIS.

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

Also, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, ALBANY & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUNSET TO ALTERNATION.

Sachsen, Monday, January 6, 1897.

Karlsruhe, Monday, February 3, 1897.

Prinz Heinrich, Tuesday, March 3, 1897.

Prinz Heinrich, Tuesday, March 31, 1897.

Karlsruhe, Tuesday, April 28, 1897.

Prinz Heinrich, Tuesday, May 26, 1897.

Prinz Heinrich, Tuesday, June 23, 1897.

ON MONDAY, the 6th day of January, 1897, at 3 p.m., the Company's S.S. SAXSEN, Captain H. SUMMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and Genoa.

Shipping Orders will be granted till Noon on SATURDAY, the 4th January, Cargo and Specie will be received on board until Noon, on MONDAY, the 6th January, and Parcels will be received (at the Agency's Office) until Noon, on SATURDAY, the 6th January. Contents of Packages are required. Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELOHRS & Co., Agents.

Hongkong, December 12, 1896. 2343

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

Also, PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 8th January, 1897, at Noon, the Company's S.S. OCEAN, Commandant DUPONT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 7th January, 1897. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply to the Company's Office.

O. TOURNIAIRE, Acting Agent, Hongkong, December 26, 1896. 2340

INSURANCES.

UNITED ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, 2,450,000.

CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEED £2,619,000.

TOTAL ANNUAL INCOME, £774,646.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, is prepared to receive Policies against FIRE on the usual terms.

HARRY WICKING, Praya Central, 1421

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1894, £11,671,018 2s. 2d.

Authorized Capital, £3,000,000 0s. 0d.

Subscribed Capital, £2,750,000 0s. 0d.

Paid-up Capital, £2,687,500 0s. 0d.

Fire Fund, £2,210,000 0s. 0d.

Revenue Fire Branch, £1,646,856 16s. 7d.

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN & Co., Agents, 13 July, 1896. 1900

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silver Smiths, 10, N. B. STREET, HONGKONG.

METEOROLOGICAL INSTRUMENTS.

VORSTANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITZING'S LUNGS AND OTHER COMPASSES.

ADMIRALTY & LEMAY CHARTS.

NATURAL BOOKS.

English Silver & Electro-Plated Ware, Christmas & other Fancy Goods, GOLD & SILVER JEWELLERY in great variety.

DIA MONDS.

DIAMOND JEWELLERY, A Splendid Collection of the Latest London Patterns, at very moderate prices.

1897

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship Catharine Spear, Capt. J. G. OLIVER, will be despatched for the above Ports on TUESDAY, the 31st Inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSON, SONS & Co., Agents.

Hongkong, December 26, 1896. 2443

FOR SHANGHAI.

The Steamship Paikang, Capt. TH. LEHMANN, will be despatched for the above Port on TUESDAY, the 31st Inst., at 4 p.m.

For Freight or Passage, apply to STEINSEN & Co.

Hongkong, December 28, 1896. 2493

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, HANKOW and Ports on the YANGTSE.)

The On's Steamship Pyrrhus, Captain BARR, will be despatched as above on TUESDAY, the 31st Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 28, 1896. 2453

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Steamship Seiden, Captain DENBY, will be despatched on TUESDAY, the 31st Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 28, 1896. 2454

SHELL LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG.

The On's Steamship Redan, Capt. N. HOCKEN, will be despatched as above on the 2nd January, 1897.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, December 27, 1896. 2321

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates for ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship Hertha, Capt. TH. HILDEBRANDT, will be despatched for the above Ports on FRIDAY, the 3rd January, 1897, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to STEINSEN & Co., Agents.

Hongkong, December 28, 1896. 2455

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Steamship Chingta, Captain LINZ, will be despatched on MONDAY, the 6th January.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 28, 1896. 2459

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

The On's Steamship Polyphemus, Captain TOWNIN, will be despatched as above on or about the 12th January.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 24, 1896. 2430

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship Glen, Captain BERRY, will be despatched as above on or about FRIDAY, the 17th January.

This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, December 19, 1896. 2399

Sailing Vessels.

FOR BALTIMORE.

The A.I. American Barque Brodick Castle, Capt. WARD, will load here for the above Port, and will have quick despatch.

For Freight, apply to STEINSEN & Co.

Hongkong, December 11, 1896. 2393

FOR SAN FRANCISCO.

The 100 A.I. British Ship Brodick Castle, Capt. WARD, will load here for the above Port, and will have quick despatch.

For Freight, apply to STEINSEN & Co.

Hongkong, December 5, 1896. 2377

Shipping.

Sailing Vessels.

FOR NEW YORK.

The S.S. Quaker, from Bordeaux, Capt. CHAPMAN, having arrived, will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, November 21, 1895. 2173

NOTICES TO CONSIGNEES.

STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London or S.S. Quaker, from Bordeaux, or S.S. Frederic March and Verbeke, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk in the Godowns of the Hongkong & Kowloon Wharves & General Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignee before Noon To-day (Thursday), the 26th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 2nd January, 1897, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before THURSDAY, the 2nd January, 1897, or they will not be recognized.

All Damaged Packages will be examined on TUESDAY, the 31st Inst., at 3 p.m.

No Fire Insurance has been effected.

C. TOURNIAIRE, Acting Agent, Hongkong, December 20, 1896. 2439

Intimations.

MOUNT AUSTIN HOTEL.

THE MANAGEMENT has decided upon extending the Hotel Accommodation to Umbrella Seat. The New Rooms will overlook the Harbour on one side and Ladies' Islands on the other, and each will have its own Bath Room.

A NEW WING will also be built on the Eastern End to the North of the Billiard Room, and a BALL ROOM will be erected on the site of the present Chinese Tennis Court to be approached by a covered way from the Hotel on the one side and by the Peak Road on the other.

JOHN D. HUMPHREYS & SON, Hongkong, December 4, 1896. 2265

VICTORIA HOTEL, CANTON.

(Late SHAMEN HOTEL, Canton.)

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